

In the Claims:

Please amend the claims as follows:

1-8 (cancelled)

9. (currently amended) A method for operating a maritime unit comprising a frame structure, at least three legs moveable between a standby position and an extended position, a jack mechanism operative to move the legs between the standby position and the extended position, the method comprising:

actuating each leg of the maritime unit with a brake ~~disk~~ system comprising one or more brake flanges extending in a longitudinal direction of the leg, wherein each brake system is operatively connected to the frame structure and includes at least two brake shoe elements, wherein at least one of the brake shoe elements is movable,

wherein the brake shoe elements act on one brake flange of the brake ~~disk~~ system, and wherein the at least one movable brake shoe element of each leg is operated in the vertical direction by means of a separate jack mechanism such that each leg is moved in a substantially stepless manner.

10. (previously presented) The method according to claim 9, wherein at least one of the brake shoe elements is immobile.

11. (previously presented) The method according to claim 9, wherein the brake shoe

elements are arranged one below the other in a vertical direction.

12. (currently amended) The method according to claim 9, wherein each brake ~~disk~~ system comprises at least two movable brake shoe elements, wherein each leg is actuated in a substantially stepless manner by alternately applying two or more movable brake shoe elements on a single brake flange in the brake ~~disk~~ system, such that while one of the movable brake shoe elements engages the single brake flange, one or more of the movable brake shoe elements in a rest position are returned to a standby position relative to the brake flange in anticipation of the next operation.

13. (previously presented) The method according to claim 9, wherein the jack mechanisms drive the legs downwards in a substantially vertical direction with respect to the frame structure.

14. (previously presented) The method according to claim 9, wherein the jack mechanisms release the legs from the seabed by driving the legs upward relative to the frame structure.

15. (previously presented) The method according to claim 9, wherein the jack mechanisms comprise hydraulic cylinders.

16. (previously presented) The method according to claim 9, wherein the maritime unit is adapted for offshore operations.

17. (previously presented) The method according to claim 9, wherein the maritime unit comprises at least one of a jack-up type oil drilling unit or a liftboat type offshore vessel.

18. (currently amended) The method according to claim 10, further comprising:  
pressing at least one of the brake shoe elements into engagement with the brake ~~disk~~ system in a standby condition; and  
disengaging at least one of the brake shoe elements from the brake ~~disk~~ system in an operating condition in response to an auxiliary force.

19. (previously presented) The method according to claim 18, wherein the at least one brake shoe element pressed into engagement with the brake system in the standby condition in a self-powered manner.

20. (previously presented) The method according to claim 18, wherein the at least one brake shoe element pressed into engagement with the brake system in the standby condition is spring-biased.

21. (previously presented) The method according to claim 18, wherein the auxiliary force comprises action of a hydraulically operating release mechanism.

22. (currently amended) A maritime unit, comprising:  
a frame structure;

at least three legs moveable between a standby position and an extended position;

a jack mechanism operative to drive the legs from the standby position downwards in a direction substantially vertical with respect to the frame structure and operative to release the legs from the seabed by driving the legs upward relative to the frame structure; and

a brake disk system comprising one or more brake flanges extending longitudinally with respect to the legs and comprising at least two brake shoe elements arranged one below the other in a vertical direction, wherein at least one of the brake shoe elements is movable, whereby the brake shoe elements act on one brake flange of the brake disk system and are operated in the vertical direction by separate jack mechanisms, and wherein the legs of the maritime unit are adapted to be operated on a disk brake principle for enabling a substantially stepless drive therefore.

23. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the brake disk system further comprises one or more immobile brake shoe elements fixedly mounted on the frame structure of the maritime unit.

24. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the jack mechanisms comprise hydraulic cylinders.

25. (currently amended) The maritime unit according to claim ~~21~~ 22, further comprising:

at least one power production and/or drive assembly operative connected to the frame structure.

26. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the legs are arranged in the standby position during shipping of the maritime unit.

27. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the legs are operative to steady the maritime unit on a seabed.

28. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the maritime unit is intended for offshore operations.

29. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the offshore operations include at least one of a jack-up oil drilling unit or a liftboat type offshore vessel.

30. (currently amended) The maritime unit according to claim ~~22~~ 23, wherein at least one of the immobile and/or movable brake shoe elements is adapted to press in a standby condition in a self-powered manner into engagement with the brake ~~disk~~ system and to disengage from the brake ~~disk~~ system in an operating condition in response to an auxiliary force.

31. (previously presented) The maritime unit according to claim ~~29~~ 30, wherein the auxiliary force comprises action of a hydraulically operating release mechanism.

32. (previously presented) The maritime unit according to claim ~~29~~ 30, wherein the self-

powered manner comprises a spring-biased manner.

33. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein a brake disk system is provided on each leg of the maritime unit.

34. (currently amended) The maritime unit according to claim ~~32~~ 33, wherein the brake disk system is provided on each leg symmetrically in a cross-sectional view.

35. (currently amended) The maritime unit according to claim ~~21~~ 22, wherein the brake flanges are perforated and/or hollow.